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Charters of
Wil. & Wel.
R. R. Co.

~~1868~~

1892 - ~~1869~~



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REPORT OF THE
CHIEF ENGINEER AND GENERAL SUPERINTENDENT,

REPORT OF THE CHIEF ENGINEER & GENERAL SUPERINTENDENT.

WILMINGTON AND WELDON RAIL ROAD COMPANY, }
Office of Chief Engineer & Gen'l Superintendent }
WILMINGTON, N. C., Oct. 14th, 1869. }

HON. R. R. BRIDGERS, *President* :

SIR :—In compliance with the general regulations, I submit my fifteenth Annual Report of the operations of this Company for the fiscal year ending September 30th, 1869.

RECEIPTS AND EXPENDITURES.

RECEIPTS.

From Through Travel,.....	\$112,023 54	
“ Way “	108,263 20	
“ Freight,	295,763 09	
“ Mails,	24,969 63	
“ Miscellaneous sources,.....	77,637 25	
Total Earnings and Receipts,		\$618,656 71
“ “ “ “ for 1868		596,169 61
Increase this year,.....		<u>\$22,487 10</u>

EXPENDITURES.

ROAD DEPARTMENT.

Maintenance of Permanent Way.

Cost of Bridge Timber,.....	\$ 1,995 64	
“ “ Cross Ties,.....	22,118 72	
“ “ New Iron Chairs, and Spikes,.....	63,678 32	
“ “ Tools and Hand Cars....	686 26	
Pay of Road and Section Masters and Hands,.....	28,404 36	
Pay of Bridge Master, Carpenters and Hands,.....	2,765 16	
Total Cost of Permanent Way,		\$119,648 46
Carried forward,.....		<u>\$119,648 46</u>

Brought forward,.....\$118,648 46

MACHINERY DEPARTMENT.

MAINTENANCE OF ROLLING STOCK.

Cost of Materials for Repairs.

Iron, Steel and Coal,.....	\$6,278 11
Lumber for Engines and Cars,.....	3,150 85
Hardware, Trimmings, Nails, &c., for Cars, -----	3,205 13
Glass, Paints, Finishings, &c.,.....	1,884 43
Engine and Car Wheels and Tyres,.	8,195 94

Cost of Services in Making Repairs.

Pay of Master of Machinery, Mechan- ics and Laborers,.....	50,558 83
Oil, Tallow and Waste.....	1,553 20
Total Cost of Repairs of Machinery..	\$74,826 49

TRANSPORTATION DEPARTMENT.

Cost of Conducting Transportation.

Pay of Master of Transportation, Agents, Conductors, Train hands, Firemen, Watchmen, Warehouse hands, &c.,.....	\$61,405 59
Cost of Fuel for Engines and Sta- tions,.....	18,986 78
Cost of Oil, Tallow and Waste,....	7,802 82
Cost of repairs of station build- ings,.....	2,174 48
Station expenses and Incidentals,..	14,032 98
Total cost of Transportation De- partment,.....	\$104,402 65

GENERAL EXPENSES.

Subsistence,.....	\$10,797 02
Loss and damage (Freight,).....	4,631 71
Stationery and Printing.....	3,783 70
Incidental Expenses,.....	11,787 07
Salaries.....	16,693 45— 47,692 95

Total cost of operating this year, \$346,570 55

Total earnings and receipts, (bro't forward,)..	\$618,656 71
Operating expenses,.....	346,570 55
	<hr/>
Total net receipts,.....	\$272,086 16
	<hr/> <hr/>

CONSTRUCTION AND RECONSTRUCTION.

ROAD DEPARTMENT.

New Bridges over North East, Neuse, Quanky Creek and Bear Swamp :	
Culverts,.....	\$28,500 00
Cost of connecting tracks with Railway Bridge Company, 1½ miles complete,.....	14,241 08
Cost of Ditching and ballasting, in- cluding expenses of two Gravel Trains.....	6,500 00
New Iron and Spikes to replace extra damages of the War,	10,200 00
New Warehouses at Castle Hayne and Duplin Road ; Section Mas- ters' Houses and quarters for Section hands, Wood and Water Stations at Dudley, Goldsboro', Joyner's, Rocky Mount, Battle- boro', Enfield, Halifax, Weldon, Whitaker's and South Washing- ton,....	10,109 31— \$69,550 39

MACHINERY DEPARTMENT.

Rebuilding the "Goldsboro',"....	\$ 3,191 04
“ “ “Tarboro,”.....	3,444 76
New Tools (increase) for Shops,..	1,957 00
Thirty-seven new Freight Cars (in part,).....	16,464 20— 25,057 00
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	\$94,607 39
	<hr/> <hr/>

*Old Accounts and Accounts for Special Services not belonging to
the Operating Expenses of the Fiscal Year.*

IN TRANSPORTATION DEPARTMENT.

Cost of Fuel purchased and consumed previous to this year, but paid for now,.....	\$4,131 94
Cost in part of Wood and Water Stations of former years now paid,.....	3,910 63

IN ROAD DEPARTMENT.

Cost of Cross-ties for former years now paid, a larger supply being on hand now than last year,	4,413 39
--	----------

GENERAL EXPENSES.

Incidental expenses of other years,.....	7,153 23
Loss and Damage of last year now paid,.....	1,073 99
Old Confederate Accounts now paid,.....	1,968 38

22,651 56

EXPLANATION OF ACCOUNTS.

By referring to the foregoing statement you will see there has been paid this year more than one hundred thousand dollars on accounts that do not pertain to the cost of operating for the year just closed. There are still other charges in the operating accounts for the year that do not properly belong there, but I have found it difficult to make a fairer division, without possibly including some items in the reconstruction accounts that might be considered improperly charged to that account; hence I have preferred to leave them as the Treasurer has them in the Annual Operating expenses.

I have often said this Road, when once completed with masonry, culverts and bridges, and completely ditched and ballasted, could be operated for less than fifty per cent. of its gross receipts when these receipts reach six hundred thousand (\$600,000) dollars.

The proportion would be less as the gross receipts exceed that amount.

I should add that these estimates were based upon a state of things that existed previous to 1862, when the relative cost of operating and the rates for transportation were more favorable to Railways than they are at this time.

ROADWAY AND WAREHOUSES.

The Road bed has been as much improved this year as it was last, by the new system of ditching and ballasting authorized by yourself.

We have put in 1,100 tons of new, or re-rolled rails, and cut off or welded up the ends of 1,000 tons of old rails and repaired the track until it is at this time as good as it has been at any time in the last ten years.

With the addition of five (500) hundred tons of new rail this fall, and fifteen (1,500) hundred tons during the next summer, we may expect a very good and safe track for the year.

Cross-ties are now supplied in sufficient quantities at thirty (30) cents each.

My estimates for new rails will not be considered large by Rail Road managers, when I say that the old rails now in the track have been there since 1850, and have borne the heavy transportation of a four years' war in addition to its regular business before and since that time.

I consider one thousand tons of new rails (for the main stem) annually, to be a fair estimate of the quantity required, to supply the regular depreciation and maintain a good track, and they must be of the best quality.

I will here remark that the rails we have received from the Abbott Rolling Mills at Baltimore seem to be of a very good quality, better than any we have had since the war, and equal to the best I have seen on this Road.

New Warehouses have been constructed at "North East" and "Duplin Road" this year, and thorough repairs made at all other stations—especially at Faison's, Wilson and Joyner's—all except two have been repainted and white washed; the remaining ones will soon be completed.

Very little outlay next year will be required for buildings of any kind on the line of the Road, and I am pleased to inform you as I now do, that I think our extraordinary expenses can and should now cease.

The Company's business is now better accommodated with warehouses, station houses, and freight cars, than it has ever been since I have had the honor to serve it—say within fifteen years.

With due economy and a fair business year, we can certainly be ready to begin to make dividends (after its close) to the Stockholders, who have waited long and patiently for them.

NEW BRIDGES.

The new bridges commenced last year over the North East and Neuse Rivers, have been completed and paid for this year.

The bridge at "Quanky" Creek, at Halifax, has been completely rebuilt—new arches put in and made permanently good.

Timber has been sawed and masonry commenced for a new bridge over "Tar River," near Rocky Mount.

I do not propose to do more next year to the remaining bridges than to complete the Tar River bridge; only two more small ones remain to be rebuilt to complete the repair of damages caused by the war.

Our trestles are all in excellent order.

MACHINERY.

The machinery has been kept in good order and is in good condition for the winter's work.

We have purchased no new engines this year, and I do not think it will be necessary to do so for the next year.

We have rebuilt two of our old engines, the "Goldsboro'" and "Tarboro'," and are now engaged on two others, "Industry" and "Job Terry," the latter to be made a first-class freight engine, and the former will be used for a material train, which will give one more engine to the passenger service by relieving the Orange from material train duty.

We have recovered the last engine from the Roanoke river, the "Guilford," and it may be repaired for a second-class engine.

We have one hundred and eighty six (186) box cars and seventy four (74) flat cars, with thirty new ones to be completed in one month, and twenty gravel cars.

The culture of grapes and fruit generally will require some specially constructed cars, or cars with softer springs and

greater ventilation for their transportation than our ordinary freight cars.

I have a plan for arranging our present cars for this purpose, in order to save the cost of new ones, for the season these articles are ready for market our other tonnage is usually very light.

Our passenger equipment needs some addition—four new coaches are in course of construction for this purpose, and with a few baggage and mail cars will make our equipment for passengers ample. We have nine first class, seven second class, six third class cars, and six mail and baggage cars.

We have fifteen first class engines and five more second and third class in good order.

TRANSPORTATION.

There has been a small decrease in the amount received from way or local travel, while the number of persons carried has increased as compared with the preceding year—due to a reduction in fares by the sale of “return” tickets, inducing more travel, but it has not yet produced an increase of receipts, as it will undoubtedly do as soon as the people along the line become accustomed to the fact that they can go to their market town and return for one fare instead of two. Eight thousand more persons have traveled short distances, or have been on the trains, with a diminution of less than \$2,000 in receipts.

The through travel has increased three or four thousand dollars, with a corresponding increase in the number of passengers transported.

The freight account shows a small decrease due to the loss of business that we formerly had with the North Carolina Rail Road Company, which, in consequence of a combination against this line, has entirely ceased.

Our through transportation business to this city and places beyond has materially increased.

Our local freights have also increased very handsomely and but for the loss of the North Carolina freight, our receipts this year would have been \$75,000 more than they are now.

NEW TRAFFIC—FRUIT AND VEGETABLES.

In consequence of an unfavorable season, our vegetable and fruit transportation business has been very light. We had reason last year to hope for a large increase in this branch of our business during this year, as stated in my report, but with late frosts and an unusually dry season the estimates embraced in that report could not be realized.

All I desire to say here is that this Road is located in a section of the South especially adapted to the growth of early vegetables, and early and rare fruits, which enables the farmer and horticulturist to send their products so rapidly and cheaply to market that the value of the lands and the consequent prosperity of the Road is greatly enhanced, and if in a few years the business of transporting these products to the Northern markets does not become a very large and valuable one, our people, who are becoming aroused to the importance of this culture, will be greatly disappointed.

I have labored early and late in trying to encourage this new business for the mutual benefit of our people and Rail Roads, and I am sure with some success already, and with good prospects of largely increased prosperity from this source in the not distant Future.

LOCAL AND THROUGH FREIGHTS.

There seems to be a great deal of misunderstanding about the principle that governs in fixing the local and through freight rates.

In my annual report for 1866, I explained the principle that governed in making charges for long and short distances on the same road, and in my annual report for 1867 I more fully discussed and explained the whole subject, and the reasons that governed in making freight tariffs.

I respectfully refer you to those reports and the report of the Committee to whom they were referred in 1867, sustaining my views on the subject.

The whole principle may be stated in a few words. Local freight and passenger rates are made just high enough to pay the cost of operating, and a reasonable dividend to the

stockholders. If it were not so the Road could not be operated for any great length of time.

Suppose there are persons living at a distance that desire to send their freight or to travel over your Road, if they can do it as cheaply as they can by some other competing line, there being two or more lines competing for this business.

If we say we can only carry them or their goods at *local rates*, we will fail to take any portion of them, and our Road will continue to run empty, or partially empty cars.

If, on the contrary, we will carry them as low or lower than any other line, we will get some additional business at a rate that will pay a profit, large or small, according to the rates we are able to obtain.

We will thus be enabled to build up a through business that will yield a profit, which amount can be subtracted from the amount we have been realizing from our local business, and thus be enabled to reduce the local rates.

On the other hand, if we insist upon a certain high rate for the business, which must be competed for, we may lose it altogether, and the local freighters must continue to maintain their lines of Railway themselves, unaided.

SURFACE RAILWAYS.

In my last annual report, I called attention to this subject, and I desire to recur to it here.

I think one of the surest means of increasing the receipts of this Company is by a construction of lateral branches to points that will be certain to be remunerative. Such as a branch to Jacksonville, Onslow County; another to Greenville and Snow Hill, in Pitt and Greene Counties; another from Warsaw to Clinton and Fayetteville; and another to Kenansville, to connect at the best points on the main Road, which can only be determined by surveys.

These branches may be constructed cheaply, using light rails; and the grading may be very light, almost passing over the natural surface of the country.

The people who are tilling the soil should take this matter in hand, and by supplying cross ties, and by grading and sub-

scriptions of alternate sections or tracts of land, money may be secured for the purchase of the iron rails, &c.

I estimate the average costs of such roads to be not greater than \$7,000 per mile.

This Rail Road should supply the necessary equipment in connection with the main stem.

The branches can be constructed by separate Companies, under the charter which gives authority to build branches.

It is our duty and should be our purpose in every proper way, to encourage the increased productions of the soil along our line, in order to multiply the receipts of the Company from that source, and to make the country prosperous and thrifty, and all additions to the wealth of a country adds to the business of its Railways. I know of no way that will be more likely to make our country prosperous and the business of the Road large, than by a system of judiciously located surface branches as feeders of the main line.

OUR CONNECTIONS.

The Railway Bridge Company has completed its work, and as soon as the Wilmington and Manchester Railway has laid its track to Meares' Bluff the connection will be complete with the three Companies forming the Bridge Company. This will no doubt be done before the 1st of November, and soon thereafter our freight and passengers can be passed that way. Our relations with the connecting Rail Roads are harmonious and profitable in the exchange of cars and transportation of freight without breaking bulk.

CONCLUSION.

The trains have during the past year run with the greatest regularity, and considering the speed that they make, with great economy. Very few failures to make the terminal connections in schedule time have occurred.

No accident to any train has occurred involving the loss of life or limb.

No train was thrown from the track during the year.

The several reports from the Master of Transportation, Machinery and Road will be submitted with this report.

Our mileage this year has been 365,354 miles; we have transported 87,679 passengers, and 42,876 tons of freight.

The Officers and Agents generally under my direction have been diligent and faithful in the discharge of their several duties.

Respectfully submitted,

S. L. FREMONT,

Chief Engineer and General Superintendent.

TABLE 1.

ROAD DEPARTMENT—MAINTENANCE OF PERMANENT WAY.

Cost of Bridge Timber.....	\$1,995 64
Cost of Cross Ties.....	22 118 72
Cost of New Iron, Chairs and Spikes.....	63,678 32
Cost of Tools and Hand Cars.....	686 26
Pay of Road, Section Masters and Hands.....	28,404 36
Pay of Bridge Master, Carpenters and Hands.....	2,765 16

Proportion of General Expenses chargeable to this account :

Subsistence.....	\$8,997 52
Stationery and Printing.....	945 92
Salaries.....	5,000 00—\$14,943 44
	<hr/>
	\$134,591 90

TABLE 2.

MACHINERY DEPARTMENT—COST OF MATERIALS FOR REPAIRS.

Iron, Steel and Coal.....	\$6,278 11
Lumber for Engines and Cars.....	3,150 85
Hardware, Trimmings, Nails, &c., for Cars.....	3,205 13
Glass, Paints, Finishing, &c.....	1,884 43
Engine and Car Wheels and Tyres.....	8,195 94

Cost of Services in making Repairs :

Pay of Master of Machinery, Mechanics and Laborers.....	50,558 83
Oil, Tallow and Waste.....	1,553 20

Proportion of General Expenses chargeable to this account :

Stationery and Printing.....	\$945 92
Incidental and Traveling Expenses.....	3,929 02
Salaries.....	5,000 00—\$9,874 94
	<hr/>
	\$84,701 43

TABLE 3.

TRANSPORTATION DEPARTMENT.

Pay of Master of Transportation, Agents, Conductors, Train Hands, Firemen, Watchmen, Warehouse Hands, &c....	\$61,405 59
Cost of Fuel for Engines and Stations.....	18,986 78
Cost of Oil, Tallow and Waste.....	7,802 82
Cost of Repairs of Station Buildings.....	2,174 48
Station Expenses and Incidentals.....	14,032 98

Proportion of General Expenses chargeable to this account :

Subsistence.....	\$1,799 50
Loss and Damage (Freight).....	4,631 71
Stationery and Printing.....	1,891 86
Incidental and Traveling Expenses.....	7,858 05
Salaries.....	6,693 45—\$22,874 57
	<hr/>
	\$127,277 22

TABLE 4.

COST OF CONSTRUCTION AND RECONSTRUCTION AND OLD
ACCOUNTS—ROAD DEPARTMENT.

New Bridges over North East, Neuse, Quanky Creek and Rear Swamp Culverts.....	\$28,500 00
Cost of connecting tracks with Railway Bridge Company, complete.....	14,241 08
Cost of ditching and ballasting, including expenses of two Gravel Trains.....	6,500 00
New Iron and Spikes to replace extra damages of the war.....	10,200 00
New Warehouses, Section Masters' houses and quarters for Section hands and wood and water Stations.....	10,109 31—\$69,550 39

MACHINERY DEPARTMENT.

Rebuilding the "Goldsboro'.".....	\$3,191 04
Rebuilding the "Tarboro'.".....	3,444 76
New Tools (increase) for Shops.....	1,957 00
Thirty-seven new Freight Cars.....	16,464 20—\$25,057 00

ACCOUNTS OF PREVIOUS YEARS CHARGED IN ACCOUNTS
OF THIS YEAR—TRANSPORTATION DEPARTMENT.

Cost of Fuel.....	\$4,131 94
Cost in part of wood and water Stations of former years now paid.....	3,910 63—\$8,042 57

ROAD DEPARTMENT.

Cross Ties.....	\$4,413 39
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GENERAL EXPENSES.

Incidental expenses of other years.....	\$7,153 23
Loss and damage of last year now paid.....	1,073 99
Old Confederate accounts now paid.....	1,968 38—\$10,195 60
Aggregate.....	<u>\$463,829 50</u>

CONSOLIDATED REPORT

Of the Service and Condition of Locomotives on the Wilmington and Weldon Railroad, for the year ending on the 30th day of September, 1869.

No. of Locomotives.	NAMES OF LOCOMOTIVES.		No. of Miles Run.	No. of Cars Hauled.	Cords of Wood Consumed.	Gallons of Oil Used.	Pounds of Tallow Used.	Pounds of Waste Used.	Pounds of Packing Used.	Cost of Fuel.	Cost of Oil.	Cost of Tallow.
	PASSENGER ENGINES.	BUILDERS.										
25	P. K. Dickinson.....	M. W. Baldwin.....	21,562	1,213	984	117	281	226	11	\$763 00	\$835 13	\$85 13
26	Governor Ellis.....	M. W. Baldwin.....	31,832	1,667	518	162	410	327	30	1,036 00	115 72	51 25
30	Governor Vance.....	J. R. Anderson.....	23,843	1,333	445	15	322	249	25	890 00	109 30	40 25
31	William A. Wright.....	Rogers.....	23,572	1,223	375	120	284	242	24	750 00	88 41	35 50
32	A. J. DeRosset.....	Rogers.....	30,828	1,550	543	166	369	299	23	1,086 00	121 78	46 13
33	Edward Kidder.....	William Mason.....	19,613	1,036	293	128	252	226	22	596 00	93 28	31 50
34	S. L. Fremont.....	William Mason.....	20,321	969	369	127	252	242	32	733 00	92 63	31 50
35	Governor Worth.....	Rogers.....	26,922	1,434	411	148	340	346	32	822 00	107 81	43 50
36	S. D. Wallace.....	Rogers.....	30,285	1,856	522	153	375	306	2	1,041 00	111 23	45 87
		Total.....	238,778	12,481	3,860	1,272	2,885	2,435	222	\$7,720 00	936 56	360 63

CONSOLIDATED REPORT OF LOCOMOTIVES—CONTINUED.

No. of Locomo- tives.	Cost of Waste.	Cost of Packing	Cost of Repairs.	Paid to Engineers and Firemen.	Total Cost of Engines for the Year.	Cost per Mile Run.	Present Value of Locomotives.	REMARKS.
25	\$41 04	\$3 80	\$1,780 49	\$896 00	\$3,560 46	16-5	\$8,500 00	In good order.
26	58 86	9 00	765 99	1,244 00	3,280 72	10-3	10,000 00	" " "
26	44 82	7 50	1,471 47	1,008 00	3,571 34	14-9	10,000 00	" " "
31	43 58	7 20	1,547 06	952 00	3,423 73	14-5	15,000 00	Undergoing Repairs.
32	53 82	6 90	710 05	1,196 00	3,220 68	10-4	15,000 00	In good order.
33	40 68	6 60	1,704 17	787 00	3,249 23	16-5	15,000 00	" " "
34	43 56	9 60	1,256 10	811 00	2,982 38	14-6	15,000 00	" " "
35	55 08	9 60	1,564 09	1,104 00	3,705 08	13-8	15,000 00	" " "
36	55 08	6 90	694 82	1,222 00	3,180 40	10-5	15,000 00	" " "
	\$486 50	\$66 60	\$11,443 74	\$9,220 00	\$30,174 02	.....	\$118,500 00	

CONSOLIDATED REPORT OF LOCOMOTIVES—CONTINUED.

No. of Locomotives.	NAMES OF LOCOMOTIVES.		No. of Miles Run.	No. of Cars Hauled.	Cords of Wood Consumed.	Gallons of Oil Used.	Pounds of Tail- low Used.	Pounds of Waste Used.	Pounds of Packing Used.	Cost of Fuel.	Cost of Oil.	Cost of Tallow.
	FREIGHT ENGINES.	BUILDERS.										
4	W. H. Haywood.	Burr, Pae & Samson.	.....	.....	429	95	136	147	15	\$568 00	\$72 10	\$17 00
7	Perseverance	M. W. Baldwin.	.....	.....	297	73	322	110	22	594 00	58 00	40 25
10	North Carolina	M. W. Baldwin.	.....	.....	215	66	200	106	15	430 00	51 20	25 00
16	Quickstep.	Norris & Son.	.....	941	280	53	131	102	15	560 00	39 87	16 38
19	Goldsboro'	M. W. Baldwin.	8,480	928	220	66	194	142	16	440 00	48 18	24 25
23	Orange.	Manchester Locomotive Works.	8,705	8,161	843	113	310	292	34	686 00	86 55	98 75
27	Gilbert Potter.	M. W. Baldwin.	19,302	3,417	606	107	283	234	31	1,212 00	94 89	35 38
28	E. P. Hall.	Rogers.	22,392	4,581	610	92	369	307	11	1,220 00	65 70	46 12
37	James Knight.	Rogers.	24,219	8,600	604	112	288	214	32	1,208 00	83 50	36 00
38	J. M. Robinson.	Norris & Son.	23,033	949	235	46	108	98	28	470 00	33 26	12 87
39	E. R. Bridgers.	Rogers.	6,134	.....	.....	.....	.....	.....	.....	.....	81 61	37 50
29	Tarboro'.	J. R. Anderson	24,311	4,227	681	111	300	240	34	1,362 00	3 80	25
18	Industry	M. W. Baldwin.	.....	.....	.....	5	2	9	.....	.....	.....	.....
20	Gulford.	M. W. Baldwin.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
..	Job Terry.	Hinckley.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	E. B. Budley.	Burr, Pae & Samson.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Director.	Norris & Son.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	President.	Norris & Son.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24	Governor Fragg.	Manchester Locomotive Works.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total.	Total.	136,576	21,804	4,520	939	2,638	2,001	253	\$9,040 00	\$717 66	\$329 75
	Grand Total.	Grand Total.	365,354	34,285	8,880	2,211	5,523	4,426	475	\$16,760 00	\$1,644 22	\$690 87

CONSOLIDATED REPORT OF LOCOMOTIVES—CONCLUDED.

No. of Locomotives.	Cost of W. ste.	Cost of Packing.	Cost of Repairs.	Paid to Engineers and Firemen.	Total Cost of Engines for the Year.	Cost per Mile Run.	Present Value of Locomotives.	REMARKS.
4	\$26 46	\$4 56	\$225 58	\$883 00	\$2,085 64	.....	\$4,000 00	In good order—Gravel Train Engine.
7	19 80	6 60	473 65	789 00	1,981 30	.....	2,000 00	" " Yard Engine.
10	10 08	4 50	1,024 83	582 00	2,136 11	.....	4,000 00	Needs Repairs, do
15	18 36	4 50	581 09	857 00	2,077 20	24-4	4,000 00	do
19	25 56	4 80	3,191 06	692 00	4,325 85	49-6	7,000 00	In good order.
22	52 56	10 20	624 71	1,298 00	2,795 77	14-4	10,000 00	" " — Completed during the year.
27	42 12	9 30	603 63	1,996 00	3,393 32	15-1	10,000 00	" " " "
28	55 26	3 30	930 50	1,450 00	3,770 88	15-5	10,000 00	" " " "
37	38 52	9 50	207 39	1,416 00	2,998 01	13-	15,000 00	" " " "
38	17 64	8 40	1,500 62	431 00	2,473 79	40-3	10,000 00	" " " "
39	43 20	10 20	285 18	1,435 00	3,254 69	13-3	16,000 00	" " " "
29	1 62	.....	3,444 86	.....	3,450 53	.....	5,000 00	" " — Rebuilt during the year.
13	.....	.....	447 72	.....	447 72	500 00	500 00	Rebuilding.
20	.....	.....	102 02	.....	102 02	.....	1,500 00	Needs Rebuilding—Recovered from Roanoke River.
.....	.....	.....	65 62	.....	65 62	.....	2,300 00	Rebuilding.
5	.....	.....	.....	.....	.....	.....	400 00	Needs Rebuilding.
14	.....	.....	.....	.....	.....	.....	300 00	" "
17	.....	.....	.....	.....	.....	.....	650 00	" "
24	.....	.....	.....	.....	.....	.....	1,000 00	" "
	\$360 18	\$75 90	\$13,707 96	\$11,129 00	\$35,360 45	.....	\$103,650 00	
	\$796 68	\$142 50	\$25 151 70	\$20,349 00	\$65,534 47	.....	\$222,150 00	

I certify that the above is a correct Report.

JOHN F. DIVINE,

Master of Machinery.

STATEMENT

Showing the number and kind of Cars owned by the Wilmington and Weldon Railroad Company, and the number built, rebuilt and repaired during the fiscal year ending on the 30th day of September, 1869.

NUMBER AND DESCRIPTION OF CARS.	Number Built.	Number Rebuilt	No. Repaired.	No. on which no repairs are required	Present Value.
PASSENGER CARS.					
9 First Class		1	8		\$36,000 00
7 Second Class		1	4	2	21,000 00
6 Third Class and Baggage		3		3	9,000 00
6 Mail			4	2	13,000 00
2 Mail and Express			2		1,600 00
1 Superintendents'			1		1,000 00
31 Total Passenger Cars for service		5	19	7	
NOTE—Restaurant car converted into a 1st class car, and one 1st class car into a 2d class car.					
FREIGHT CARS.					
188 Box	6	7	90	85	161,117 00
74 Platform	9	21	15	29	50,098 00
*20 Gravel			10	10	5,000 00
282 Total Freight Cars for service	15	28	115	124	\$297,815 00
* previously reported as Platform.					

I certify that the above statement is correct.

JOHN F. DIVINE,

Master of Machinery.

A COMPARATIVE TABLE,

Showing the Service of Passenger Conductors for the year ending the 30th September, 1869, showing the number of Trips and the amount collected by each in each month, and the total collected during the fiscal year, and the average of each trip.

NAMES OF CONDUCTORS.	OCTOBER, 1868			NOVEMBER, 1868			DECEMBER, 1868			JANUARY, 1869			FEBRUARY, 1869.			MARCH, 1869.			APRIL, 1869.		
	No. of Trips.	Cash Collected.	No. of Trips.	No. of Trips.	Cash Collected.	No. of Trips.	No. of Trips.	Cash Collected.	No. of Trips.	No. of Trips.	Cash Collected.	No. of Trips.	No. of Trips.	Cash Collected.	No. of Trips.	No. of Trips.	Cash Collected.	No. of Trips.	No. of Trips.	Cash Collected.	
E. D. Browning.....	9½	\$157 05	9½	9½	\$97 60	8½	8½	\$184 9	11	\$163 70	8½	8½	\$131 95	9	\$104 15	9	\$104 15	9	9	\$220 45	
J. R. Ivey.....	7	113 35	9½	9½	178 15	10	10	189 58	4	70 40	7½	7½	173 35	9½	136 70	8	136 70	8	8	141 55	
Geo. Morrison.....	10½	166 22	10	10	98 70	11	11	183 80	9½	832 45	9½	9½	193 80	10	165 55	8½	165 55	8½	8½	282 70	
A. H. Cutts.....	8	166 80	9½	9½	133 40	10	10	301 80	9½	263 20	9½	9½	201 70	10	251 50	10½	251 50	10½	10½	117 65	
J. O. Borden.....	11	223 55	9	9	129 65	10	10	322 15	11	288 85	9	9	208 10	9½	223 20	10	223 20	10	10	110 59	
J. E. Leggett.....	12	132 95	7½	7½	105 05	8½	8½	165 20	12	288 65	8	8	214 53	10	237 05	10	237 05	10	10	97 70	
J. M. Howell.....																					
Total.....	58	\$959 92	55	55	\$742 45	58	58	\$1,347 43	57	\$1,405 75	52	52	\$1,122 93	58	\$1,118 15	56	\$1,118 15	56	56	\$970 55	

COMPARATIVE TABLE—CONCLUDED.

NAMES OF CONDUCTORS.	MAY, 1869.			JUNE, 1869.			JULY, 1869.			AUGUST, 1869.			SEPTEMBER, 1869			TOTAL OF EACH CONDUCTOR, AND GRAND TOTAL.		
	No. of Trips.	Cash Collected.	No. of Trips.	No. of Trips.	Cash Collected.	No. of Trips.	No. of Trips.	Cash Collected.	No. of Trips.	No. of Trips.	Cash Collected.	No. of Trips.	No. of Trips.	Cash Collected.	Total cash received.	Total No. Trips.	Average each Trip.	
E. D. Browning..	8	\$55 30	9½	9	\$78 40	7	9½	\$90 15	9½	172 70	108	\$1,607 00	108	\$14 88				
J. R. Ivey.....	10	80 65	7½	10½	109 30	10½	8½	117 25	8	117 95	102	1,499 68	102	14 70				
Geo. Morrison....	11½	43 90	8	6½	63 55	8½	9½	138 60	9½	129 65	113	1,889 77	113	17 07				
A. H. Cutts.....	9½	264 15	6½	9½	166 86	10	9	176 75	9	135 90	111½	2,256 56	111½	20 23				
A. O. Borden....	8½	238 70	12	8½	105 75	10½	9½	136 15	9½	138 80	118½	2,252 75	118½	19 01				
J. E. Leggett....	9½	154 35	11½	10½	102 10	9½	8½	105 80	8½	130 40	117½	1,817 53	117½	15 47				
J. M. Howell....	.....	.....	1	3½	45 15	.....	.....	.....	.....	.....	4½	63 75	4½	14 17
Total.....	57	\$836 05.	56	58	\$671 21	56	54	\$764 60	54	\$825 40	675	\$11,386 99	675	.....			

WM. M. POISSON, General Ticket Agent.

ACCOUNT OF TONNAGE,

*Transported over the Wilmington and Weldon Rail Road,
during the fiscal year, ending September 30th, 1869.*

MONTHS.	Cotton, bales.	Spirits Turpen- tine, Bbls.	Turpentine, Tar, Pitch and Rosin.	General Mer- chandise, lbs.	New Rail Road Iron, Spikes, &c., for Roads South of Wil- mington tons.	TOTAL.	Grand Total Tons	REMARKS.
1868.								
October..	2,003	702	6,390	2,217,00	.....	.....	.....
November	5,692	693	5,307	2,437,602	.....	.....	.....
December	5,899	54	3,690	2,496,807	.....	.....	.....
1869								
January..	6,176	376	4,185	2,311,007	.....	.....	.....	The 1,857 tons new railroad iron, spikes, &c., was not embra- ced in the Eng'r & Sup'ts report.
February.	6,347	408	3,276	2,708,604	.....	.....	.....
March ...	3,187	590	8,560	3,890,971	.....	.....	.....
April.....	1,768	604	7,890	3,270,843	.....	.....	.....
May.....	473	1,364	10,008	2,498,740	.....	.....	.....
June.....	490	1,702	11,874	3,693,271	.....	.....	.....
July.....	210	1,730	6,937	2,964,000	.....	.....	.....
August...	98	1,630	7,013	2,543,211	.....	.....	.....
Sept'r....	1,976	1,100	7,890	3,078,601	.....	.....	.....
Total...	34,325	12,040	83,070	34,160,758	1,857	42,876	44,733	

WM. SMITH,
Master of Transportation.

